

USAF Declass/Release Instructions On File

MEMORANDUM FOR: **Commander, Air Rescue Service**
 Orlando Air Force Base
 Orlando, Florida

SUBJECT: **Air Rescue Support Requirements for**
 NIMBUS (S) Operations

1. Recent developments in Cuba make it mandatory that NIMBUS operations have Air Rescue Support on each mission. To meet this objective a meeting was held in Washington, D. C. on 9 September 1962. Those present were:

Colonel Jack C. Ledford, Project Headquarters

Colonel Walter E. Thorne, Hqs Air Rescue Service

Lt. Colonel Houser Wilson, AFCIG-5

Lt. Colonel Robert D. Baskerville, Headquarters NORAD

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Project Headquarters

2. The following items were discussed and agreement was reached in these areas:

A. Air Rescue Support Requirements

Orbital points will be designated by Project Headquarters for the northern and southern coasts of Cuba. ARS will provide

required coverage with SA-16 aircraft.

B. Communications Requirements

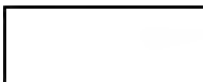
1. Project Headquarters will provide as an interim measure, trained personnel to encrypt and decrypt message traffic between Headquarters Air Rescue Service and Project Headquarters. A determination will be made subsequently as to whether additional secure communications equipment is required.

2. The classified code word to be used on message traffic is "NIMBUS". The unclassified nickname is "TIGHT LIP".

3. Communications will be limited to message traffic between Headquarters ARS and Project Headquarters.

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4. Project cable address for Headquarters ARS is



C. Security

Project Headquarters' security standards will be honored. Necessary clearances will be granted. Requests for additional clearances will be forwarded to Project Headquarters for approval via AFCIG-5.

D. Operations

1. Project Headquarters will notify Headquarters Air Rescue Service and the Project operational unit of a pending operation by the use of an alert message simultaneously.

2. Detailed rescue requirements will be provided

- a. Orbit point.
- b. On orbit time.
- c. Duration of orbit.
- d. Emergency call sign of mission aircraft.

(3) Both aircraft will use international distress frequencies for emergency contact. Normally all aircraft will maintain radio silence throughout the mission.

(4) All ARS flight plans will be drawn to avoid the Cuban radar net for the appropriate altitude. Project Headquarters will provide a map showing the latest Cuban capability. Project Headquarters is responsible for keeping this map current.

(5) ARS will transmit any change in aircraft status that will affect their capability to support this requirement.

(6) Notification of mission delays or cancellation will be sent to Headquarters ARS as soon as possible.

(7) Filing of Flight Plans by ARS

The Federal Aviation Agency will send a representative to Headquarters Air Rescue Service to obtain their desires regarding clearing the SA-16's without flight plans. He will then coordinate as required to establish these procedures. Project Headquarters will furnish the name and clearance status to Headquarters Air Rescue

Service as soon as this information is available.

E. Rules for Rescue Procedures

(1) The aircraft commander of the rescue aircraft will make the final decision on the extent of rescue operations.

(2) The following guide lines are provided:

a. Every attempt will be made to rescue a downed pilot outside the three mile international limit.

b. Pilots that may be inside the three mile limit will be rescued if in the opinion of the aircraft commander ARS this rescue would not endanger the lives of his crew.

c. In the event a pilot has been rescued the ARS aircraft will make every effort to proceed to Key West or Guantanamo NAS and turn the downed pilot over to the Commanding Officer. (if condition of pilot permits Key West will be primary terminus).

F. Fighter Cover

(1) Discussions are being held as to the extent fighter cover can be provided a disabled mission aircraft, a downed pilot, and ARS aircraft operating in the area. As soon as agreement is reached you will be notified and the necessary information will be provided to establish desired joint operations in the area of interest.

3. The above procedures will probably have to be modified as future events require. However, mutual agreement between both Headquarters must be reached before a change can become effective.

4. The effective date of this agreement is 1200Z 11 September 1962.

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